

# The Morning Astorian

ESTABLISHED 1873

PUBLISHED BY

ASTORIAN PUBLISHING COMPANY.

### RATES.

By mail, per year ..... \$6 00  
 By mail, per month ..... 50  
 By carriers, per month ..... 60

### THE SEMI-WEEKLY ASTORIAN.

By mail, per year, in advance ..... \$1 00



### TO OBLITERATE CONSUMPTION.

For many years consumption has been the scourge of the race. Thousands have annually succumbed to the ravages of the disease, and in the past it was regarded as incurable. Men and women afflicted with it resigned themselves to their fate and calmly awaited the end. "The great white plague" it was called, and the cases of its victims were considered absolutely beyond hope.

But science has triumphed over tuberculosis. It has been demonstrated beyond the remotest shadow of doubt that consumption is curable. Patients in an advanced stage of the disease have been restored to health and thousands of cures are being effected every year. Lack of funds is about the only excuse that one may nowadays plead if any of his relatives or near friends die of consumption, and in many states even this excuse can not be offered.

For a long time it was generally supposed that consumption patients would have to seek the dry altitudes of certain sections of the west in order to survive the ravages of the disease, but this fallacy was eventually exploded. Long western trips entailed expense far beyond the means of the family of ordinary circumstances—and consumption is most deadly among the poorer classes. Science proved that almost every state possessed some section where conditions were favorable to treatment of the disease. Acting upon the advice of scientists, several of the state legislatures have appropriated sums of money for the construction and maintenance of state sanatoria, where consumptive patients are successfully treated. These hospitals are conducted just as hospitals for the insane are conducted—without expense to the patients, except in cases where they are financially able to bear the expense to which the state is put. The sanatoria are built with special consideration for treatment of tubercular trouble and the results attained are highly gratifying, to state officials as well as to physicians.

Oregon maintains a state hospital, but none but the insane are admitted to it. This state needs a sanatorium for treatment of consumptive patients. In eastern Oregon there are scores of locations where consumption could be scientifically and successfully treated, and a state hospital should be built there. Care of consumptives is as much a moral obligation on the healthy as care of the insane is a duty which the sane must perform. The people owe it to themselves to care for the consumptives, who, left to shift for themselves as best they may, constitute a lasting menace to the healthy. Apart from humane considerations, a state sanatorium is a precautionary measure which should receive the careful attention of members of the legislature. The state of Oregon has no debt, and therefore is well able to support an institution of the kind.

It will perhaps be urged against the idea that "consumption can not be cured," but ample proof to the contrary can be furnished by the officials of other states, where public sanatoria have saved thousands of lives. Likewise it will be said that the institution will become a political machine. There will be quite as little reason for any such contention as for a claim that the insane hospital is manipulated for political purposes.

Oregon needs a hospital for care of consumptives, and the next legislature should see to it that the necessary appropriation is made.

### DESTINY AND ASSASSINATION.

Apropos of the case of Caesar and his Brutus, the philosophical historians have assured us that murder never swerved the course of human destiny, says the Saturday Evening Post. But the history of Russia, of which the murders of Bobrikoff and De Plehve are characteristic examples, they sum up in the phrase: "Absolute monarchy tempered by assassination." Wisdom crieth two voices in the streets.

The difference between the two voices is perhaps not so great as it seems. The theory of the Russian body politic, which has lived and gained strength for centuries, is that the Russ is destined to dominate the nations of the earth, and that Greek Christianity is the religion appointed by God for all mankind. As keen and experienced an observer as our former Ambassador at St. Petersburg, Mr. Andrew D. White, is of the opinion that De Plehve, whom he knew personally to be moderate and right-minded, was a victim of private ambition—to gain and keep

his power he obeyed the mandates of the dominant court party, bent on manifesting what they conceived to be Slavic destiny. The oppression of Pole and Finn, and of all the motley races subject to the czar, is a measure calculated in cold blood to execute the divine will.

Can assassination alter Russian destiny? Probably not. The one unmistakable lesson of modern history is that the world is steadily and inevitably progressing toward political and religious freedom. From Napoleon's dream of universal dominion proved the last, and the fatal, infirmity of a noble intellect. And what was impossible a century ago is vastly less possible now. The one thing fatal to the Russian dream of world imperialism is modern education, and there can be little doubt in an unprejudiced mind that not even the vodka-clouded mind of the moujik can remain forever in its medieval abasement. Enlightenment and not murder will be the death of the dream of the house of Romanoff.

There is a difference, meantime, between Brutus and the recent assassinations in Russia. The friends of the Roman republic had lost their cause in liberal and open fight. The friends of Russian freedom are denied the fundamental condition of advancing their cause—the freedom of speech. The murders of Bobrikoff and De Plehve are at bottom nothing more than a plea for justice and freedom, which an insupportable tyranny has aborted. They cannot swerve the course of Russian destiny, but they may hasten it.

### MANAGEMENT OF THE REGATTA.

The people of Astoria have perhaps not realized it, but it is true nevertheless that the regatta has become almost too big for them under the present method of managing the annual carnival. Primarily the regatta was a local celebration for Astorians. If a few strangers happened to be in town during regatta week, they were made welcome, but the managing committee depended upon Astorians for the necessary support. Now things have changed. The regatta is an event of as much importance to 15,000 or 20,000 outside people as to a similar number of Astorians. It has outgrown the plan of management originally adopted.

The suggestion of the Daily Budget that a permanent committee of management should be appointed is an excellent one. Every year, as a rule, new men are induced to take hold of the regatta. They must learn from experience what should be done to make the water carnival a success. No one can have any reasonable idea of managing the regatta unless he has gone through the ordeal. The best laid plans of the most sensible men go astray, and it not infrequently happens that there is a deficit to face. This is due purely to the fact that the committeemen are without experience.

The regatta is the most important event of its kind on the coast. If Astoria could furnish accommodations for 5000 people the city would be crowded with visitors. Held at a season of the year when torrid weather prevails in the interior, the regatta affords an outing of rare pleasure to some thousands of people, and annually there is increased interest in it. The water carnival should be properly managed. It results in benefit principally to the merchants, and they should see to it that the management is made permanent.

Evidently the cyclone is no respecter of cities—nor of seasons, for that matter. It has been the fixed theory of the signal service bureau at Washington that the cyclone season ended with the June roses and that St. Paul, because of its topography, was one of the exempt cities of the United States. But the recent terrific cyclone has swept the theory of the season and the exemption into the lumber room, and, doubtless, the signal service bureau will revise its theories. The bureau intends to go into the investigation of the causes of the recent cyclone, which wrought disaster to St. Paul on the bluffs far greater than the disaster it wrought to Minneapolis on the prairie, and the investigation will be of value. It certainly will be thorough. The clearing up of the country, in the rapid strides of deforestation, may be one of the causes of the cyclone of St. Paul and Minneapolis which violated all precedents—together with the cyclone at St. Louis—by appearing long after the close of the recognized season. It may even be possible that the remarkable change of location observable for the past six months in the gulf stream may have had some effect in the matter, and, if not affecting the cyclone season, it may have been the cause of the cooler and the pleasant summer. The results of the signal service investigation will be awaited with interest. Trade and commerce are directly interested in the matter, and so are the dwellers on the prairie, hitherto regarded as the peculiar home of the troubled winds.

Director North of the census bureau predicts that the United States will have a population of 89,000,000 in 1910, barring wars and the spread of West Virginia republican convention tactics into other states.

The husband of Edna May is suing for a divorce, alimony, and the right to resume his maiden name.

The Philippine Moros are being given to understand that extermination follows the flag.



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### THE HUGE CALIFORNIA.

Description of Uncle Sam's Largest and Most Formidable War Vessel.

The recent launching of the new and formidable armored cruiser California from the great shipyard of the Union Iron Works, San Francisco, Cal., proved a very important event in the annals of the American navy. In the history of the Golden State the affair was no less notable.

The California enjoys the enviable distinction of being the longest war vessel of her class in the world. She is longer than the battleships Oregon, the Iowa, Ohio and other great vessels. She is nearly twice the length of the New York and other cruisers of that class.

The dimensions of the California are: Length over all, 503 feet; extreme breadth, 70 feet; full loaded draught, 26 feet; total displacement, 13,440 tons. She has twin screws and triple expansion engines, whose total indicated horsepower aggregates 33,000. This great power is capable of developing a maximum speed of 22 knots per hour.

In both offensive and defensive fighting the California will be one of the most formidable war vessels in the American navy. In addition to her destructive armament, the new cruiser will be able to offer to hostile projectiles a very strong resistance, in the shape of massive hull protection.

In every respect the California is an up-to-date fighting machine. Electricity will be used throughout the vessel for lighting, for the turning gear for the turret, for the loading apparatus of the heavy guns, and for various other purposes.

The California will be fitted up as a flag ship, and, with a full complement, will carry 47 officers and 782 enlisted men.

The construction of this great and formidable cruiser was authorized by an act of congress approved March, 1899. The price fixed upon for hull and machinery was \$3,800,000, and her complete armament, \$1,000,000, thus making a total of nearly \$5,000,000.

### Today's Weather.

Portland, Sept. 3.—Western Oregon and Western Washington—Sunday: Generally fair; cooler except near coast.

Office Constructing Quartermaster Astoria, Ore., August 25, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m., September 24, 1904, and then opened, for the construction of a frame pump house, removing and resetting old boiler, smokestack and machinery, furnishing and setting two new boilers and smokestack and make connections with wells; also change in distributing of water system and the setting and connecting of four generating sets for electric light at Fort Stevens, Ore. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office. Envelopes should be marked "Proposals for construction" and addressed Captain Goodale, Quartermaster, Astoria, Oregon.

## The STAR THEATER

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